

National Transportation Safety Board  
Washington, DC 20594

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Brief of Accident

Adopted 10/31/2007

MIA07CA115					
File No. 22259	07/01/2007	Mitchellville, MD	Aircraft Reg No. N321MD	Time (Local): 17:30 EDT	
Make/Model:	Mooney / M20R		Fatal	Serious	Minor/None
Engine Make/Model:	Teledyne Continental / IO-550-G		Crew	0	1
Aircraft Damage:	Substantial		Pass	0	2
Number of Engines:	1				
Operating Certificate(s):	None				
Type of Flight Operation:	Personal				
Reg. Flight Conducted Under:	Part 91: General Aviation				
Last Depart. Point: Same as Accident/Incident Location			Condition of Light: Day		
Destination: Same as Accident/Incident Location			Weather Info Src: Weather Observation Facility		
Airport Proximity: On Airport/Airstrip			Basic Weather: Visual Conditions		
Airport Name: Freeway			Lowest Ceiling: None		
Runway Identification: 18			Visibility: 10.00 SM		
Runway Length/Width (Ft): Unk/Nr			Wind Dir/Speed: Light and Variable		
Runway Surface: Asphalt			Temperature (°C): 27		
Runway Surface Condition: Dry			Precip/Obscuration: No Obscuration; No Precipitation		
Pilot-in-Command	Age: 29		Flight Time (Hours)		
Certificate(s)/Rating(s)			Total All Aircraft: 210		
Private; Single-engine Land			Last 90 Days: Unk/Nr		
Instrument Ratings			Total Make/Model: 150		
Airplane			Total Instrument Time: Unk/Nr		

The pilot stated that the airplane was on the glide path and approach speed was approximately 85 knots. Several minutes prior, the manifold pressure gauge became erratic and was unable to be used as an accurate indication. He pushed the manifold control full forward for the remainder of the approach. The landing touchdown was 1/3 down the runway and seemed to be a "tad fast". Halfway down the runway, he realized the engine wasn't going completely to idle. At about 2/3 down the runway, knowing that the airplane was too fast, he looked at the option of going around and ruled it out because of the slow speed and the height needed to clear the tree line. He attempted to slow the airplane by applying full brakes; however, was unable to slow down before running off the runway. The pilot stated to the NTSB investigator that there were no mechanical issues with the airplane and he should have initiated a go-around. The published length of runway 18/36 at the Freeway Airport, Mitchellville, Maryland, is 2,420 feet by 40 feet.

Brief of Accident (Continued)

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Occurrence #1:     OVERRUN  
Phase of Operation: LANDING - ROLL

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2:     ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING

Findings

3. TERRAIN CONDITION - BERM

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.  
The pilot's failure to attain the proper touchdown point for landing and his failure to initiate a go-around when he realized the airplane would touchdown past the intended point.